



BAY AREA RAPID TRANSIT DISTRICT
800 Madison Street
Oakland, California 94607
Telephone 465-4100

BACKGROUND INFORMATION

BART SYSTEM FACT SHEET

BOARD OF DIRECTORS

9 members representing 9 election districts in the three counties BART serves - 3 from San Francisco, 4 from Alameda County, and 2 from Contra Costa County.

MILEAGE

71 total - (approximately 19 subway and tunnel; 23 aerial; 25 surface; 4 of Trans-Bay Tube.) Also, 4 additional miles of S. F. Municipal Railway track.

STATIONS

34 BART stations - 14 subway, 13 aerial, 7 surface.
4 S. F. Muni stations - 3 subway, 1 surface.

STATION FEATURES

Custom designed by 16 architectural and 8 landscaping firms.
Parking at 22 stations; capacity ranges from 240 to 1400 spaces;
totaling 17,692 spaces.
Bicycle parking at all suburban stations.
Large, full-color maps in each station.
Computerized train destination signs on platforms alert passengers to train arrivals; also carry news, advertising and public information messages between train arrivals
Special elevators and ramps for handicapped.
Mosaics, sculpture, fountains, landscaping.

TRANS-BAY TUBE

3.6 miles, twin-section, concrete and steel.
24' H x 48' W, buried in trench 75'-135' underwater.
High earthquake tolerance.

TRAINS

Third rail propulsion power is 1000-volt DC electricity.
Propulsion - one 150-HP motor per axle, four motors per car.
Features - aluminum body, 72 seats, carpeted, air-conditioned, tinted windows.
Car - 70' long, 10'6" high, 10'6" wide, headroom 6'9".
Track gauge - 5'6" wide for stability. (standard: 4'8½")
Number of cars - 450 vehicles for initial full operation; built by Rohr Industries.
Speed - 80 MPH maximum, 39 MPH average, including 20-second station stops.
Acceleration and deceleration - 3 MPH per second maximum.

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AUTOMATIC TRAIN CONTROL

- Twin train control computers (one for back-up) - at Lake Merritt Station, Oakland; built by Westinghouse.
- Car-borne equipment - console monitored by attendant who can override automatic control in emergencies to stop train, or run at 25 MPH in manual mode.
- Stations and wayside - network of control devices and track circuits controlling train speeds, stops, and safe spacing.

AUTOMATIC FARE COLLECTION

- Station equipment - IBM change and ticket vending machines and gates.
- Entry gate - records time, date, station; returns ticket.
- Exit gate - computes required fare, takes exact-fare ticket, instructs if additional payment needed, or deducts proper amount from multi-ride ticket.
- Ticket - credit-card size, magnetically encoded or "stored" with up to \$20 of fares. Machines automatically deduct trip fares from stored fare value on ticket.

BASIC FARE

Minimum 25¢ to maximum \$1.45 one-way, based on trip miles.

SPECIAL FARES

All discounted tickets must be purchased at local banks only, not at BART stations.

Children under 5 ride free.

Children 5 through 12 can purchase a ticket worth \$6.00 for \$1.50.

Field Trips. Students (under 18) on an organized field trip receive a 75% discount.

Senior Citizens 65 and over can purchase a ticket worth \$6.00 for just 60¢.

Disabled persons can purchase a \$6.00 ticket for \$1.50.


WEEKDAY TRAIN SCHEDULES 6 a.m. - 8 p.m.

Trains are dispatched between Richmond and Fremont every 12 minutes; Between Fremont and Daly City every 12 minutes; and between Daly City and Concord every 12 minutes.

West Bay Line (between Daly City, San Francisco, West Oakland) - 2 minutes peak hours; 4 minutes off-peak hours; 20 minutes late night.

MAXIMUM MOVING CAPACITY

21,600 seated people, per hour, one way, at 2-minute headways (equal to maximum people 10 lanes of freeway traffic can move in peak hours).



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ROUTES AND TRAVEL TIMES

Radiating in rough "X" shape from Oakland City Center-12th Street Station:
South to Fremont - 24 miles - 30 minutes.
North to Richmond - 11 miles - 19 minutes.
East to Concord - 21 miles - 27 minutes.
West to Daly City - 15 miles - 23 minutes.

(4 miles of streetcar line in San Francisco complete 75 miles in BART project.)

ESTIMATED COST TO COMPLETE SYSTEM: \$1.6 billion.

Sources of funding:

1962 bond election	\$792 million
interest earnings, other local sources . . .	186 million
one-half percent sales tax	150 million
bridge tolls (construction of Trans-Bay Tube)	176 million
federal grants	315 million

MAJOR EQUIPMENT CONTRACTS

Rolling Stock - Rohr Industries. 450 cars at a cost of \$162 million.
Let July 1969.

ATO System - Westinghouse Corporation. Initial contract was for \$26,199,959.
Let March 1967. Change orders amounting to \$5,831,273 brings total
to \$32,751,604.24.

AFC (FARE COLLECTION) - IBM. Initial contract was for \$4,955,000. Let June 1968.
Change orders to date bring contract total to \$6,253,332.72.

AFC (ADDITIONAL) - Western Data Products Inc. \$5,058,860. Let March 1974.

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